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Continued from Page 35

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Grimsby seiner hits £16,684

A 581-KIT landing by the Grimsby anchor-seiner *Rasmie* — the biggest by a local seiner at the Humber port for years — brought the 50-ton vessel a new Humber earnings record of £16,684 on Monday.

It was the first time a Grimsby seiner had crashed through the £15,000 barrier although *Rasmie*, which also held the old record set in June, missed it last time by just £93. Then Skipper Villy Thomsen had landed a large plaice catch.

But this time there was no mistake with a massive turn-out of mostly codlings (404 kits), cod, (93 kits) and big-small plaice (78 kits) on a fairly good market.

Landing through the Sam Chapman & Sons agency, *Rasmie* made from £42,650 per kit for the shell cod and £25,431 for the codlings after her 13-day trip off the southern tip of the Dogger. She worked some 220 miles east-north-east of the

Humber; in the North Sea. What made the new record all the more remarkable was that Skipper Thomsen spent a lot of time in some pretty "scruffy" weather.

This is the sixth time this year the Humber's seiner earnings record has been broken and, having ended 1977 on £10,957 from 333 kits, the new standard shows just how well the North Sea is fishing at present.

This latest crossing has now pushed *Rasmie* well to the fore in the race to become Grimsby's first anchor-seiner to reach £100,000 this year.



Skipper Villy Thomsen — record despite "scruffy" weather in the North Sea.

Reds return

THE 10,000-TON Soviet fishery ship *Rybak Latvii* has started trans-shipping mackerel from Shetland boats off Lerwick. She arrived two weeks ago and took on her first big supply of 200 tons early this week.

Norway's claim

NORWAY has forwarded her suggestions for compensation to the EEC following the British ban on herring. The Norwegian delegation is discussing the proposals in Brussels this week.

Norway is counting on compensation and has not singled out any one nation in particular to bear the cost, the deputy director of Fisheries, Kjell Resnek, told *Fishing News*. Norway has not planned a policy alternative if the compensation claim should be rejected. But a "No" will mean Norway will act on her own, he said. Officially the problems with the EEC are considered much more serious than the on-again, off-again conflict with the Russians about quotas and fishery regulations. Mr. Resnek says.

FLEETWOOD 'PAIR' SWEEP TO RECORD

THE PAIR-TEAM record at Fleetwood was smashed on Monday when the combined catches of the stern trawlers *Flyda* and *Jacinta* earned £79,814. The Marr-owned vessels put ashore large quantities of cod and high-priced hake in their 28,010-stone landing. *Flyda*, commanded by Victor Buschlin Jr., and *Jacinta* under Bill Taylor, had come back from a 15-day trip to Shetland. The previous pair record was held by two other Marr vessels, *Armana* and *Navena*, with £73,985 in May last year.

Fleetwood trawlers also held off a big challenge by foreign vessels at the port last week, when the pair team of *Idena* and *Norina* made a combined £63,606. They had hit a rich seam of cod on the Scottish grounds during a 15-day trip.

Idena, commanded by Skipper Victor Dingle, had 940 kits (including 550 of cod, 130 of haddock, 80 of coley and 20 of ling) which sold for £34,608.

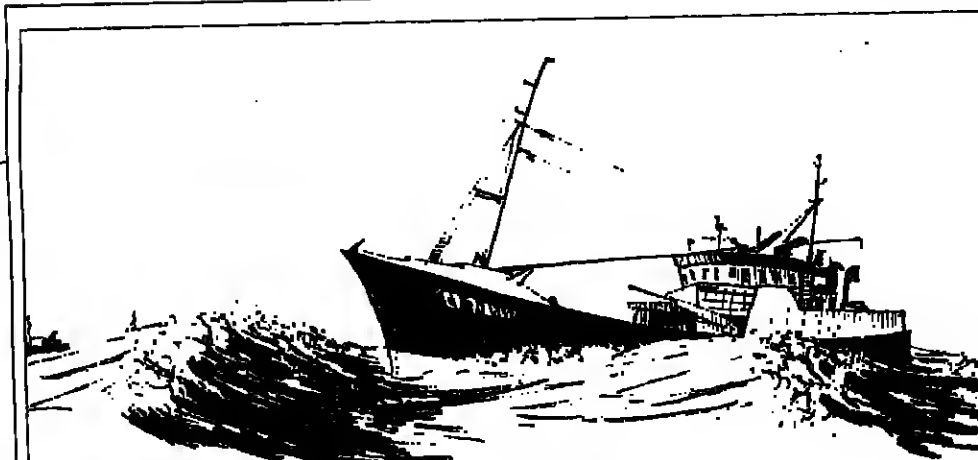
Norina (Skipper Bill Reader) made more than £29,000 from 985 kits — 550 of cod, 130 of haddock, 20 of coley and five of ling.

Top single fisher was the French stern trawler *Jones Bank* Her 720 kits sold for £29,000.

There were two landings by Icelandic vessels. *Monodur* made £19,224 from 830 kits, including 400 of cod and 320 of haddock. The vessel also landed 267 kits of plaice which was sent for fish meal (see page 8).

A far better market was found by the other Icelandic. *John Helgason* landed 499 kits — 100 of cod, 100 of haddock, 50 of coley and 65 of rockfish worth £17,883.

Above: the Fleetwood-based *Flyda* broke the port's pair-trawling record with *Jacinta*. The new high is now just short of £80,000 — a big improvement on the old record.



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Down to three

FOLLOWING a disastrous Beer Island trip by the Boston Group's Boston Halifax last week the stern trawler has now been switched to middle water fishing from Grimsby.

The three-year-old vessel was Grimsby's top-earning distant water trawler so far this year and had just passed the £250,000 mark from six distant water trips.

This latest development also means there is no stemming the run-down in the port's distant water effort. Currently, only three Grimsby trawlers are licensed for fishing in the north-east

DISTANT WATER CUT-BACK GOES ON

Arctic, off Norway, the smallest number of deepsea trawlers ever to operate from Grimsby this century.

Earlier this year Boston Halifax had her own licence. However the Boston Group branches at Fleetwood, Grimsby and Hull now have only four licences and, with the firm's three Hull-based

freezer trawlers presently laying off Belgium for, at 165 ft, the sidewinder could not adept to home water fishing. The more compact Boston Halifax has fished middle

waters fairly successfully before. With BUT's solitary Grimsby licence transferred to Hull recently, only Consolidated Fisheries (with no freezer trawlers to consider or vessels at other ports) is still fishing Crytol Palace and Real Madrid on the deepsea grounds as it holds two licences for its now three-strong trawler fleet.

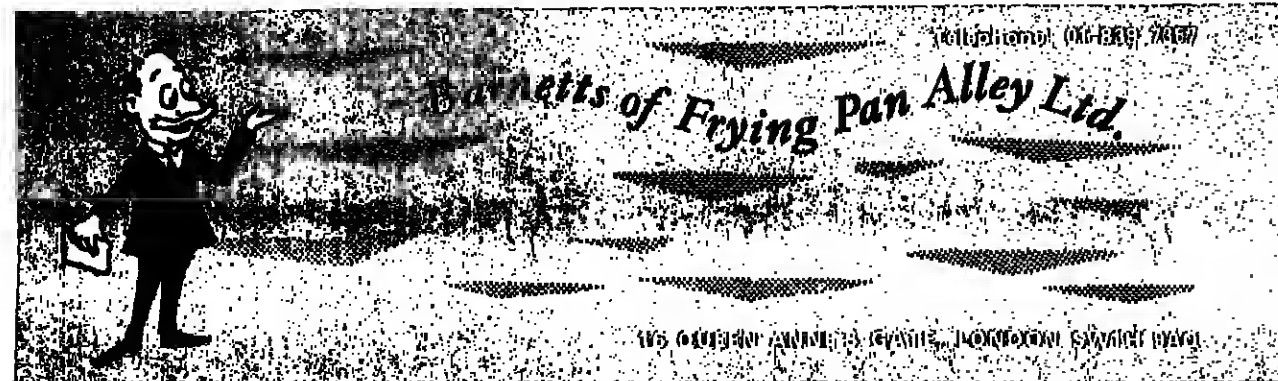
Less than a year ago over 20 Grimsby trawlers were engaged on the distant water grounds and this figure did not include the six freezer trawlers which BUT has moved from Grimsby to Hull.

Including the freezer fleet, Grimsby has lost 21 distant water trawlers so far this year, either by sale to other ports, for scrap or to work outside the industry like oil

rig support duties. In addition, 14 other distant water trawlers are a sorry sight laid-up along Grimsby's North Wall.

Only in the middle/inner water section is Grimsby holding its own with an operational fleet of 36 vessels at the end of July.

Sixteen of these vessels, including 11 successful 'cat' class 130-footers, are owned by BUT. Earlier this year there was another scare on the trawling side when it was strongly rumoured that BUT was pulling out the 'cat' trawlers and switching this section of its fleet to Aberdeen. However, a spokesman for BUT at Grimsby has now confirmed these trawlers are to stay at Grimsby and dismissed the rumours as "pure speculation."



SMOKE SALMON SPECIALISTS, QUICK FROZEN SEA-FOOD AND DELICATESSEN MERCHANTS

I was having a really funky evening, feet well up, and eating a nice fat, juicy Avocado (but why in the ruddy stone so monstrously large?) with a smashing dressing culled from Chef Vaura at Harrods - a little of this, a little of that, a bit of the other - knowing that I'd soon be watching Mike Yarwood, Mitch of the Day and, later, Parkinson and his guests; then off to my kip with a Cadbury's' whole nut family bar. Probably fiddling, but certainly scrumptious.

Not, mark you, that I was forced to be alone. My darling Aunt Phoebe had invited me to attend a concert to hear her sing, but I've only very recently made a full and painful recovery from listening to her impenetrable rendering of "Lower Come Back To Me". And that was in 1967. It seemed to me that she was not so much inviting her lover to return, as daring him to. Over the last decade I have had no reason to change my opinion, rather hoping, as a male chauvinist pig, that the poor chap had the sense to remain where he was - probably in hiding.

(For years I've woken in the middle of tossing and turning nights, fearing that I was still one of the captive victims of Auntie's off-kay arias. I once heard her sing "Bless This House", and wondered then if murder was such a crime).

And, too, I still have friends. Real friends. Not just knockers like that Certain Person who sends me rude and abusive notes criticising my spelling and my lovely assistant's split infinitives (her infinitives - split or otherwise - daily become dearer to me). For starters, the lady upstairs in number 23, whose husband had custody of their kids that weekend, had simply begged me to pop up and join her in playing a duet on her virginal. But I was forced to deny her the pleasure as, perhaps selfishly, I was of a mind to stay in for a D.I.Y. evening.

Well, suddenly, a woman sounded off on my tranny in a radio interview. Apparently she had just written a book on edible raw foods called "Everything Raw". Very commendable. Until she smote me to the heart by saying "... and smoked salmon, which is now eaten in vast quantities is, of course, raw".

Is it? Is it? Surely not?

My Dad and his Dad - bless them both in whichever celestial garden they now happily wander - told me, taught me, that smoking was a form of cooking and, if those Barnett Founders knew what they were up to, and passed on accurate knowledge to those of us who followed and tried to emulate their art, then, therefore, salmon, after smoking, must be a cooked food. Certainly not raw. The woman was mad; probably still is. The poor, misguided, misled, Mice. So, off to volume six of my Encyclopaedia Britannica to read: COOKING: THE ART OF PREPARING AND DRESSING FOOD OF ALL SORTS FOR HUMAN CONSUMPTION: OF CONVERTING THE RAW MATERIALS BY THE APPLICATION OF HEAT OR OTHERWISE, INTO A DIGESTIBLE AND PLEASANT CONDITION, AND GENERALLY MINISTERING TO THE SATISFACTION OF THE APPETITE AND DELIGHT OF THE PALATE ... what about that then, Mice? Application of heat!

So, to prove this contention, away I went, asking, probing, enquiring, and I'm afraid, boring the booms-a-daley off most of the important and knowledgeable Catering Managers, Food and Beverage Managers, Food Purchasing Managers and Chefs in the metropolia. And they were divided in their opinion on the matter. About 40% agreed with the lady who wrote the book; but the splendid, erudite majority - experts all - agreed with me in believing that smoked salmon was not raw, but a cooked delicacy. In truth, if you'll pardon my enthusiasm, the greatest edible delicacy to be placed before thinking, cultured man. And to hell with fish eggs!

If - as I hope - you wish to join this important national controversy, just send a note saying "Yes; cooked". If you prefer to be difficult, write us saying, "Uncooked", and give 83 good reasons for your ridiculous answer, enclosing, at the same time, a cheque or P.O. towards my Christmas holiday in Sweden.

Mr. Barnett of Frying Pan Alley



TORY BLAST FOR SILKIN

THE CONSERVATIVE party has come out in direct opposition to the Government approach on fishing policy in the EEC. Minister John Silkin was singled out for an attack by the shadow spokesmen on fishing and agriculture, John Peyton, when he visited Grimsby last week. After touring the fish docks, Mr. Peyton told local trawler owners that Mr. Silkin was a Minister who preferred to provoke instead of persuade.

Mr. Peyton said: "It is not going to be enough just to go on telling ourselves that no settlement is better than a bed one, or even to applaud a Minister who prefers to provoke where he might persuade. That would be to assume that time is on our side, which it is not."

"We have to search for some new way out of the log jam. These problems are beginning to crowd in upon and jostle an industry which, as the report of the White Fish Authority put it, 'is walking a tight rope.'"

Mr. Peyton went on: "It was a matter of regret that Mr. Silkin and his party have sought to make capital of the accusation that it was a Conservative Government which failed to safeguard the interests of the fishing industry during the negotiations which preceded our joining the Community. 'If they were not satisfied, they should have insisted upon something better in the renegotiation. As it was they seem to have relied, as I think they were entitled to, upon the understanding reached by their predecessors in 1971.'"

Criticising the EEC Commission, Mr. Peyton said that their proposals so far had been unacceptable. "They take no account of where the fish are, nor of the change that has been brought about by the introduction of 200-mile limits; nor do they embody adequate rules for conservation and arrangements for the enforcement of those rules, both of which are in our view essential, if fish stocks are to be saved from destruction."

"I did, myself, suggest last month in the House of Commons a set of measures designed to conserve stocks

which in my view this country would be well advised to adopt, preferably unilaterally, but if necessary multilaterally. 'The measures which the Government has since adopted are somewhat meagre and do not seem to me to match up to what is required.'"

"Neither the inevitable conflicts of interest which exist within a very diverse industry, nor the fact that at least some of our fishermen

have over the past year not done too badly - total catch up by 5%, money values up by 21% - should mask the fact that the industry is being increasingly squeezed and is, as the chairman of Associated Fisheries put it as recently as last week 'crumbling away'. Our cod catch - well under half what it was ten years ago - and our shrunken distant water fleet are sufficient evidence of this."

Concluding with a pledge,

Mr. Peyton said: "No-one should make the mistake of thinking that a Conservative Government, because its members believed in the European Community or even less because it had the General Election behind it, would be ready to accept a settlement, which not only lacked even the appearance of fairness, but also left exposed to further degradation, stocks of fish which have already been looted enough."



'Concern' from Mitchell

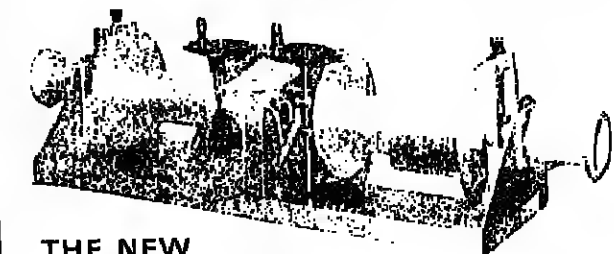
THE LABOUR MP for Grimsby, Austin Mitchell, was sternly critical of last week's speech by Conservative Shadow Fisheries Minister, John Peyton.

Mr. Mitchell found Mr. Peyton's attack on Labour MAFF Minister, John Silkin, and his methods, very surprising and felt it could only do harm to the UK strategy in Brussels. He said it showed that the Conservatives were prepared to sell out UK interests.

Grimsby's MP hinted that Mr. Peyton was saying one thing in Grimsby and another in Westminster. He said he viewed his speech with "very great concern".

Time is not on our side-Peyton

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German cheating at Greenland

WEST GERMAN trawlers have been taking around 1,300 tonnes of cod a week from an area where there is no quota at all.

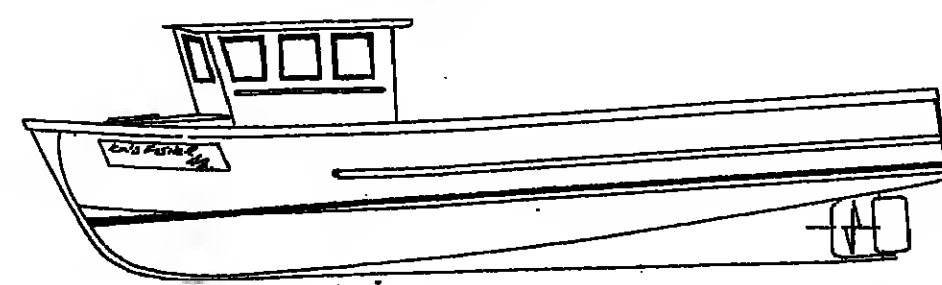
This claim has been made by the British Embassy in Bonn. The British Fishing Federation, which has now been instructed to investigate and the EEC Commission has also been informed on the matter.

Some German sources have been claiming that the cod has been taken as a by-catch. This suggestion was deemed 'laughable' by a BFF spokesman.

"How do you get a by-catch of this size on vessels where the landing is dominated by cod? Some estimates put the German cod catch from Greenland as high as 60,000 tonnes. Most of the fish has been put ashore at the ports of Bremerhaven and Cuxhaven."

The BFF figures are only based on landings by German freezer trawlers and there is some speculation about what the freezer could be doing. The BFF figures are only based on landings by German freezer trawlers and there is some speculation about what the freezer could be doing.

THE KINGFISHER 42



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Further details from: Southern Nets Ltd., Lower Cross, Udimore, Rye, Sussex. Telephone (078.73) 3844 or 2155.

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Amethyst in Paterhead harbour soon after arriving back from Norway with her new RSW tanks. The 85-footer was built by Southern Shipbuilders of Faversham in 1974.

Amethyst gets 'tanked-up'

A NORWEGIAN shipyard has made its entry into the Scottish market by fitting refrigerated sea water tanks to the 85ft. steel-hulled Paterhead vessel Amethyst.

Skipper James Buchan is delighted with the work which was completed right on schedule to a fixed price contract by the yard of Haakonsons Mek, verksted at Skudeneshavn.

Amethyst spends the winter pair trawling for mackerel and pilchards off Devon and Cornwall so Skipper Buchan felt that it was essential to have the boat fitted with a circulating RSW system to land catches as fresh as possible for human consumption.

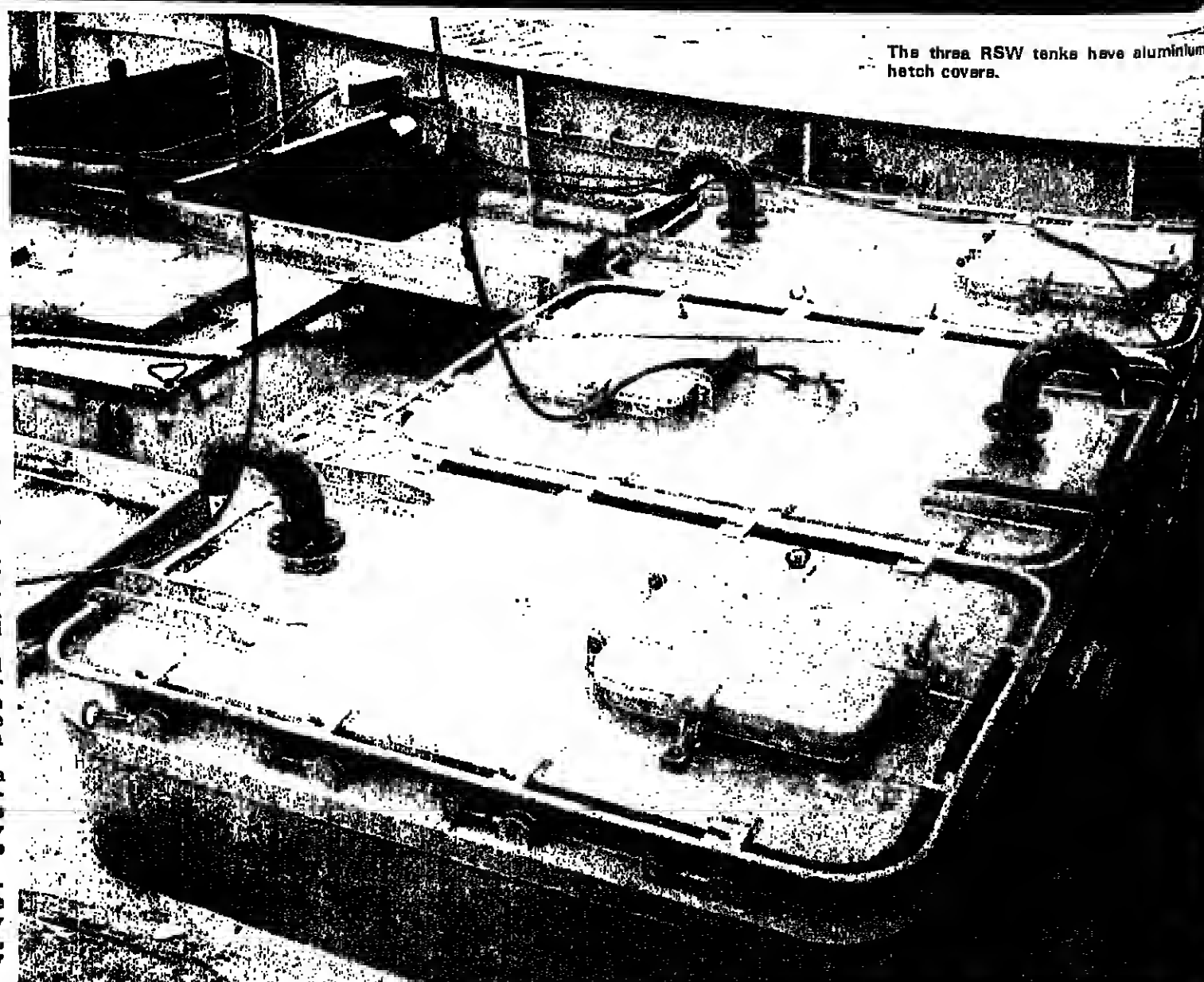
The Haakonson yard (a member of the West Norway Shipbuilders' Association) carried out the installation in only seven weeks and Skipper Buchan is also very pleased with the high standard of the firm's workmanship.

Financed with the aid of a grant from the Herring Industry Board, the work has entailed fitting the vessel with tanks, a Lohmkuhl refrigeration plant and an auxiliary engine.

The three steel tanks will hold about 80 tons of fish in sea water and are insulated with polyurethane foam. The refrigeration plant incorporates a York Shipley screw compressor.

Power to run the compressor is provided by a 65 kVA e.o. Stamford alternator driven from the new Lister HRW 80 hp auxiliary engine. Cooling can be confined to one or two tanks if required.

The Haakonson yard was founded in 1907 and offers a full range of services including new building, lengthening, repairs, conversions, plus machinery repairs and installation.



The three RSW tanks have aluminium hatch covers.

CLYDE MEN BEING SHOVED OUT

COMPLAINTS that 'stranger' fishermen are coming into the Clyde in search of herring and landing undersized fish were made to the Commons committee which last week considered orders banning herring fishing off the Scottish west coast and imposed by-catch restrictions.

George Younger, Conservative MP for Ayr, said three pairs of British boats had landed the equivalent of at least 14 local boats. Local fishermen could only be very concerned about such a change of scale.

Mr. Younger pointed out that the herring ban had left the Clyde in a very exposed position. The boats coming in from outside were much larger than local boats — three times as large in horsepower and more than three times as large in catching power.

Catches landed included a considerable proportion of small fish which local fishermen would not be prepared to land under their

own voluntary quota system. "That is demonstrated by the fact that, as I understand it, the week before last the price per unit for the fish landed by some of the boats from outside the Clyde was as low as £22 to £24 against the normal price local fishermen get for full-sized fish of up to £50 or more."

Local men were very concerned about the catching of under-sized fish which would be damaging to stocks if it continued for long.

Douglas Henderson (SNP, East Aberdeenshire) predicted that the haddock situation could become as serious in two years as the herring was now.

He asked for some hint about when the North Sea herring fishing could reopen under controlled conditions. The Government should make an early announcement of their reactions to the proposals of the Herring Buyers' Association for dealing with problems caused by the herring ban for the

processing factories. If the factories closed in Fraserburgh, for example, 3,000 would be out of work in a town of 12,000 population.

Alick Buchanan-Smith (Con. North Angus and Meers) said the operators of the Clyde voluntary restrictions should have the moral backing of the Government.

Minister of State for Agriculture and Fisheries, Edward Bishop, said that in selective licensing for the Clyde they would have to take account of repercussions elsewhere.

Discussions had revealed differences of view in the industry and the Scottish Office had asked for clarification of the industry's views from the representative organisations.

Dogs going well

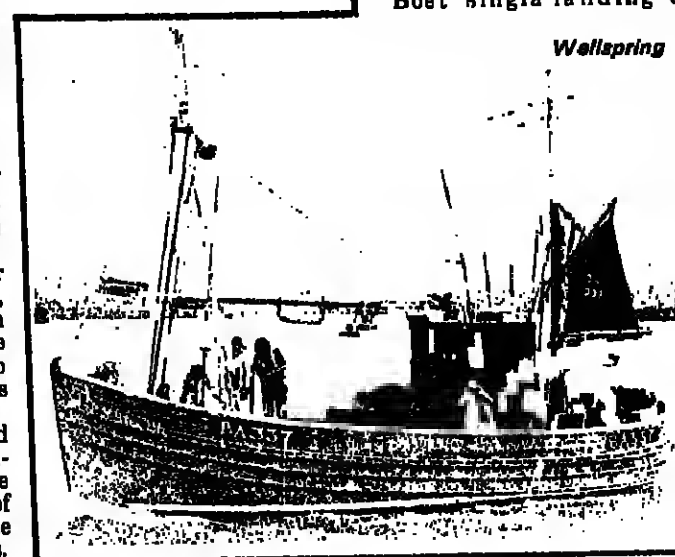
BEST overage price for line-caught dogfish at Grimsby last week came from the Lowestoft-registered Alison Jones, which hit £38.78 per 10-stone kit early on.

Later in the week Alison Jones again topped £30 per kit with a 101-kit landing, but was the only inshore boat to twin-land, somewhat surprisingly, in another busy spell. Best single landing came from Bridlington's

Tradition with 150 kits, although there was a splendid effort from the little 16-ton Wellspring, also of Bridlington, which turned out 139 kits.

Inshore dogfish earnings record-holder Betty chipped in with another three-figure catch and an average per kit of over £32 and also landing to agents Sam Chapman & Sons Ltd., was Pioneer (KY 35) with 76 kits and Wayside Flower with 73.

Completing the picture (through the Tom Slight (F.S.) Ltd. agency) was the one-time seiner Ashville, the only 'local' on the dogs this year, which earned £1,006 from 32 kits.



Manx quota may be cut

CONTROVERSY is raging over the amount of herring to be taken in the Isle of Man's fishery this year. Top level ministerial talks are to be held in London on Monday in an attempt to arrive at a total figure.

Fishermen on the 80 or 90 boats now working the fishery were warned this week that the present four-day week may have to be cut to three days to spin out the tonnage permitted to be landed up to August 21.

As with previous years, the herring season has been divided into separate periods with strict total tonnage quotas and a licensing system operating each time.

The present period — from May 16 to 21 — had a catch limit of 238 tonnes. The herring was also limited on the individual boats to two units (around 400 fish) per crew member each day up to a maximum of 12 units.

Even with these stringent safeguards the catch limit looked like being reached long before August 21, so the five-day working week was cut to four two weeks ago.

Warning

Isle of Man Board of Agriculture and Fisheries secretary, Lawrence Cormett, has warned that even this might not be enough and there is a possibility of a three-day week.

Last year's 100 licences, issued by Mr Cormett's board permitting vessels to take herring from the Manx fishery, have been allowed to continue this year, with only 20 permits being reallocated.

Mr. Cormett said that, while boats were still arriving from Scotland, England and Northern Ireland, only around 90 were presently on the grounds.

some boats have gone off the herring and on to queenies as the money is better," Mr Cormett said.

Prices have fluctuated wildly and peaked in the week ending July 15 at a "all time" record of £71-£74 per unit. This has now dropped to average prices varying between £40 and £50.

Concern

While next Monday's meeting is purely to decide the quotas for the Manx high season from August 21 to the end of September, it comes at a time of increasing concern about the island's fisheries.

The question is really whether they should be taking the fish at all this year in the light of herring boats elsewhere around the UK.

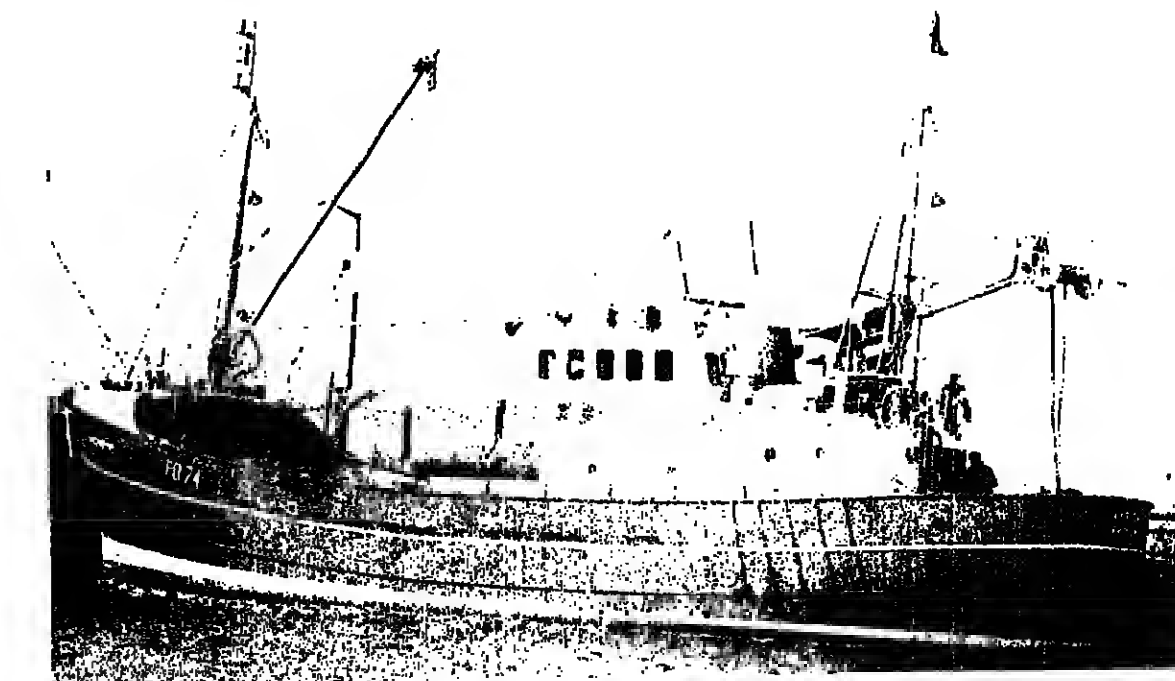
A directive from Brussels put the EEC limit from the Isle of Man waters at 12,500 tonnes, but an internationally renowned scientist has urged that it must be no more than 9,000 if they want to avoid a complete ban next year.

This is understood to have prompted British Fisheries Minister, John Slikin's recent comment revealing that he was considering cutting the figures from 12,500 tonnes in defiance of the Common Market's directive.

Monday's talks will be attended by representatives of the Manx Board of Agriculture, their British counterparts, and the industry. As well as the high season catch limits, it is obvious that the overall limit will have to be decided one way or another.

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FRASERBURGH'S latest purse seiner *Andra Toit* was both designed and built by the Norwegian firm of Karnoy. The design was wrongly attributed in the June 30 issue of *Fishing News*.

To them, as to all others, I send greetings and thanks for

It would appear that the case to save the river is being used as a good dead to cover the bed in ruining the beaches, merma life and bething water.

The International Exhibition on Fishing and Allied Industries has the backing of the Direction des Pêches Maritimes and of local authorities.

The show is aimed at giving industries in north-east Scotland a boost and it will be held on the same site as a previous 'World Fishing' exhibition at the Bridge of Don Showground.

FEARS ARE rife that there may be a drastic cut-back on haddock fishing in the North Sea and off the west coast of Scotland.

MACKEREL is half-way to being wiped out claimed some of Cornwall's older and more experienced fishermen last week. The Cornish Fish Producers' Organisation's secretary, Daphne Lawry, said that some of the "senior" fishermen had seen what had happened to the herring.

"They say we are repeating the history of the herring and are halfway to wiping out the mackerel," she said.

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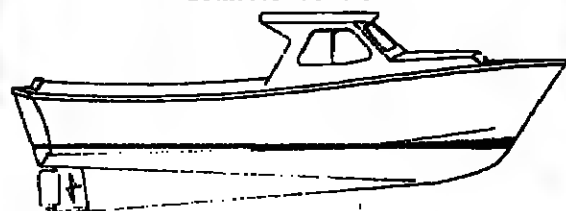
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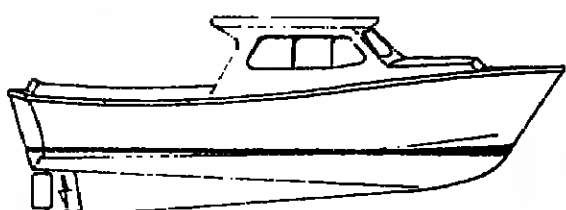
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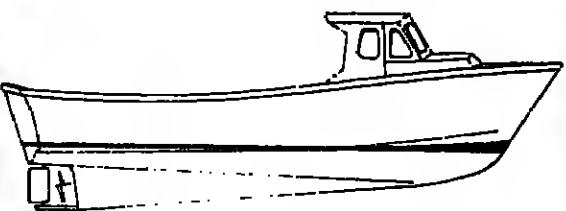
Standard Version



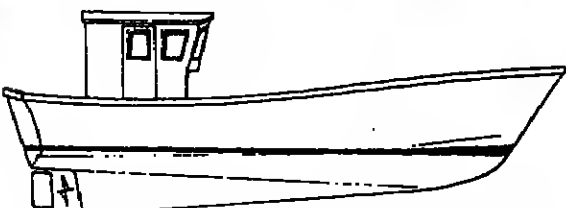
Standard Version — Ext. Wheelhouse



Workboat — Fwd. Wheelhouse



Workboat — Aft Wheelhouse



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'We're working like one-armed paper hangers'

FOREIGN FISH TURNED AWAY

LANDINGS soared past 35,000 kits again at Grimsby last week stretching the port's lumps to their limit. A number of foreign vessels could not even be fitted in.

Inevitably there was a minority of owners and agents who vented their feelings over such disappointments and the odd late market, but the lump force, depleted through holidays, was reckoned to have done a pretty good job. "The men have been working like one-armed paper hangers all week", a Norwegian lumper told *Fishing News*. "And there's been a lot of digging down because the fish rooms have been so full. The small ships take some starting when the fish is coming in so fast."

Firmed

After a slightly hesitant start, the markets firmed-up well, considering the huge amounts of cod and codling coming in. It was not until Friday that saturation point was reached and any significant amounts went for meat. Worst hit was Hamling's pair trawler *Poul Antony* (Sk. Frank Josephson) which lost 183 kits out of a 473-kit turnout on a particularly late landing. She grossed just £8,978 from a combined total with partner *Meleso Louise* (Sk. 'Cocker' Muesell) of



Ross Panther arriving at Grimsby after a 18-day westerly trip of 834 kits. She was second in her class.

£12,216. This was easily the biggest disaster among the North Sea trips.

It was another week when the pair teams dominated events and, at the other end of the scale, *Morgrethe Bojen* (Sk. Jens Bojen) and *Frances Bojen* (Sk. John Richardson) were again well within sight of their port grossing record with a mid-week tally of

£45,613 from 1,502 kits after just 10 days.

Also outgrossing the trawlers, this time from a seven-day North Sea trip, were *Jean Scott* (Sk. Phil Scott) and *Golden Venture* (Sk. 'Pete' Pulfrey) with their best ever trip of £40,344 from 1,240 kits.

Nearly all the seiners made good trips and ten vessels

bettered the £9,000 mark. Eventual honours went to the Chapman-agented *Kelt-Jan* (Sk. Jens Thomsen) — one of the few to get on to any plane — which grossed £12,871 from 380 kits in 16 days.

Much lower down was an especially fine 11-day trip from Sleigh's *Saxon King* (Sk. Barry Emerson) worth £5,052 from just 200 kits of some of the best North Sea cod taken.

The only distant water trawler to land through the week was Boston Group's *Boston Heli-for* (Sk. Ray Harries). The stern dragger without a Norwegian license and who landed a 29-day New Island flop of only 709 kits, which just 500 were codfish. This represents a huge loss as she grossed only £18,478.

Another former distant water ship in trouble was BUT's *Ross Kashmir* (Sk. Johnny Meedows) with a very 'bitty' 16-day Rooked trip of 542 kits, over half small haddock, which sold for a paltry £11,350.

However, BUT's sister *Ross Chester* (Sk. Tom Russell) and *Ross Panther* (Sk. Jim my Hudson) made-up the trip middle water trips with £30,761 from 1,052 kits of haddock and cod, and thought to be a North Sea record, and £28,718 from 834 kits of very nicely mixed Westerly fish.

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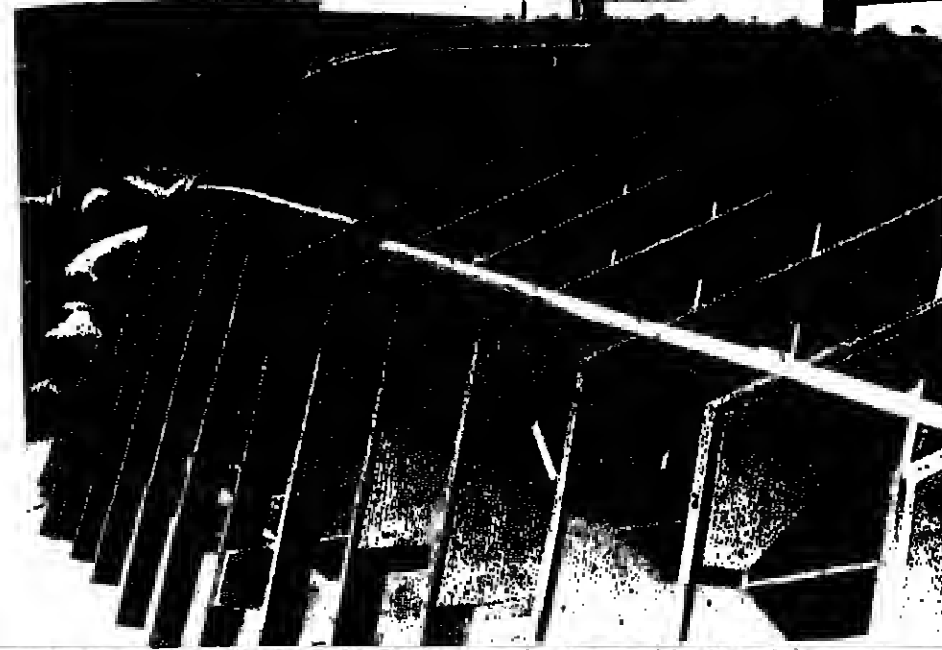
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Iroko frames of the Kingfisher 42. The boat was being covered in plywood this week.

RYE GOES PLY

A NEW-CLASS 42-footer built of iroko and plywood has gone into production at Rye, Sussex.

Named the Kingfisher 42, the boat has a 15ft. beam and is being marketed by Southern Nets of Rye. The firm's boss, Chloek Holland, is having the first in the class for commercial fishing and to test the nets his firm manufacturers.

The hard-chine boat is fairly shallow — draft is 4ft. 6in. — as she is for use from areas like Rye where moorings dry out. A deeper version will be available, probably with a 6ft. draft.

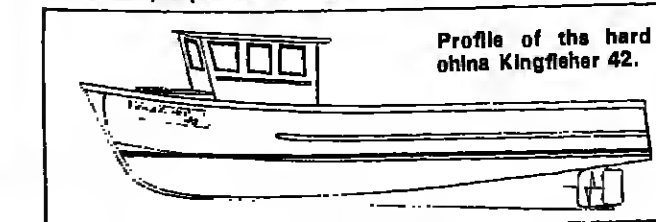
Perhaps the most attractive feature of the Kingfisher 42 is the price: £19,800 for the hull, deck, bulwarks, engine beds and wheelhouse.

The prototype is being built up and down and the frames are made of iroko. These are then covered in two sheets of 12mm marine plywood, bonded diagonally to each other, and sheathed in coloured nylon Cascover.

Chloek Holland says he expects the boat, which will have a registered length of 39ft., to be well on her way later this month. He has specified a Gardner SLXB main engine driving through a 2:1 reduction gearbox and her electronics will include a Wesmar 88188 sonar and Simrad Skipper sounder.

The 15-ton Kingfisher 42 will be fitted out for stern trawling, plus troll and gill netting, and it is expected she will be able to tow a 12-fathom net. A one-ton hydraulic trawl winch is to be fitted.

Southern Nets says that delivery of the second in the series, once ordered, would be in four months and a few local skippers had already expressed interest.



Profile of the hard chine Kingfisher 42.

Pot thief is fined

A BRIGHAM fisherman was fined for stealing crabs from pots last week and, following the conviction, a spokesman for Devon Sea Fisheries Committee warned that it is out to stop these "despicable thefts."

"We have our eyes on others and are maintaining a constant watch at sea and from the shore," he said. "We have also a close liaison with police."

It cost Peter Banham (27) of North Hill Close, Brixham, £102 in fines, costs and compensation at Torbay Magistrates' Court after he had admitted stealing spider and edible crabs worth £30 from Anthony Tostevin.

Tampered

It was revealed that twice Peter Banham, a fisherman for three years, had tampered with the pots near Orestons, off Torquay.

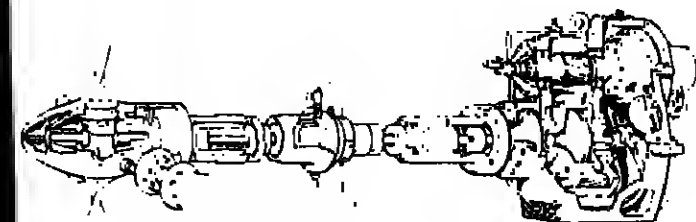
He was seen near the pots by Anthony Tostevin and some of them were on Peter Banham's boat.

When Anthony Tostevin asked him what he was doing, Peter Banham said he had

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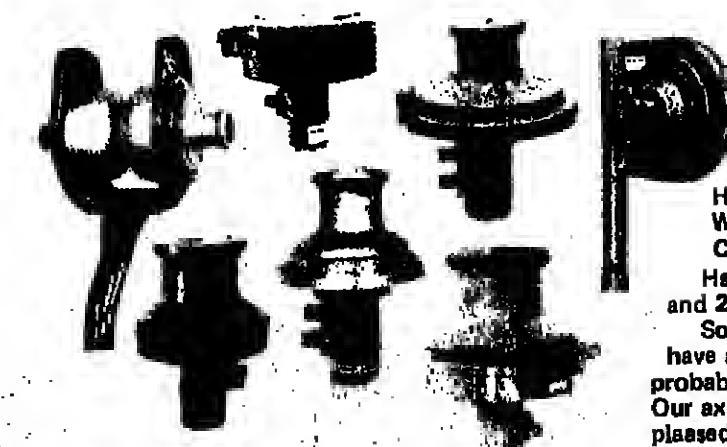
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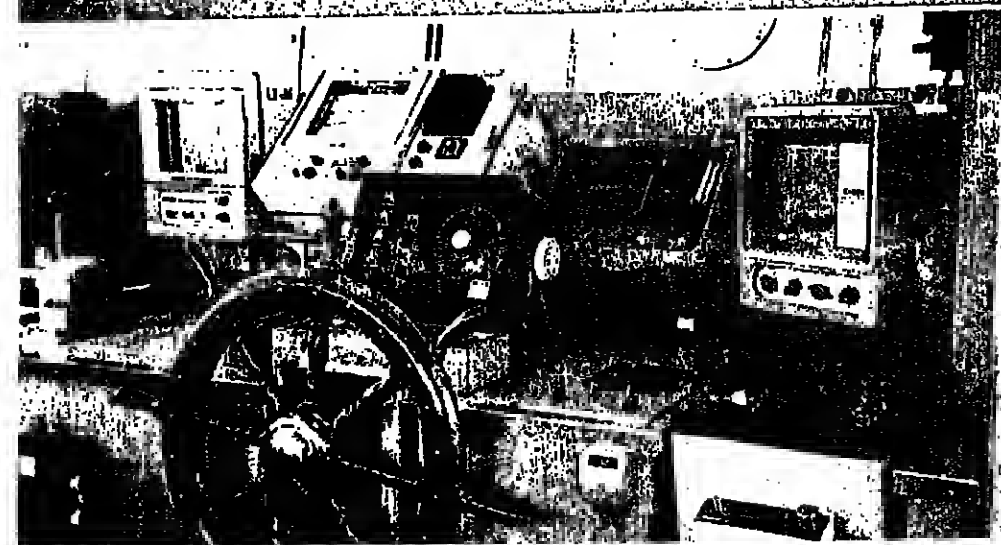
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Left: well-equipped wheelhouse for domerel and pelagic operations.

Right: remote controls for the Norwinch winches and the automatic control system.

Far right: River Dee at Aberdeen. She is owned by a local skipper and his engineer who specialise in 'scratching' off the Aberdeenshire coast.



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BUILDERS OF THE NEW STERN TRAWLER RIVER DEE

Good wishes and successful fishing to Skipper William Wilson and his partner Sam Robertson

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RIVER DEE BRIGS

ONE OF Aberdeen's outstanding skippers has taken over a new 86ft. stern trawler. Named River Dee, she has been built by Richards (Shipbuilders) of Lowestoft for Skipper William Wilson and his partner, Sam Robertson, who sails as engineer.

The two men come from Portnogie, on the Morey Firth, and are the sole shareholders in the boat. She will be engaged by the Aberdeen firm of fishseamen Thomas Davidson.

For a number of years Skipper Wilson has been one of the most successful fishermen working from Aberdeen. His previous command, the 86 ft. sidewinder Deaside which was built at the John Lewis yard in 1972, has on several occasions been the highest-earning vessel in the pocket trawler class. Last year she achieved a grossing just short of £335,000.

Quality

Deaside has been one of the few remaining Aberdeen trawlers to carry on the old tradition of 'scratching'. These vessels work off the Aberdeenshire coast as far out as the Turbot Bank, some 70 miles east of the port, and catch good-quality mixed fish including codling and flat. They normally lend twice a week and command the best prices for their really fresh catches.

At one time a huge fleet of scratchers was based at Aberdeen, but now this is down to only seven or eight vessels.

The decision to build River Dee was taken when Sam Robertson's son Bruce, who sailed as mate aboard Deaside, gained his skipper's ticket.

It was arranged for Bruce to take over Deaside in partnership with the recently set-up Spinningdale Fishing Co., whilst his father and Skipper Wilson would invest in a new boat.

The two men decided that a stoutly-built stern trawler would best suit their needs, as she would have enough versatility to adapt to future fishing patterns.

Skipper Wilson told Fishing News that, although he will fish off the Aberdeenshire coast, he is prepared to move elsewhere should future conditions de-

mand. The vessel is fitted for bottom and mid-water trawling and could easily join in the meckler fishery if necessary.

River Dee is a sister-ship of Speyside which was delivered by Richards earlier this year to Skipper Peter Simpson of Buckie and others.

Part-owner of Speyside is the Spinningdale Fishing Co., which has also been involved in the engineering design work for River Dee.

These two stern trawlers represent the vanguard of a new class of vessel for Aberdeen, with several similar although slightly larger boats now being built for the port.

In her lines, dimensions and equipment, River Dee is in the main a repeat of Speyside but differs in deck layout, being fitted with a power block and two sweep line winches. Speyside carries a net drum.

The after end of the bulwarks has been lowered on River Dee to enable the bag of fish to be lifted over the side as well as the stern. This unusual deck layout has been arranged at the request of the two owners who have incorporated their own ideas into handling the gear.

Built to Lloyd's + 100 A1 Stern Trawler - LMC + UMS Classification and to the DoT Class X, River Dee has an overall length of 26.25m. (86ft.); registered length, 24.24m. (79ft. 6in.); moulded beam, 7.80m. (25ft. 6in.); and moulded depth of 3.60m. (12ft. 6in.).

She has a gross tonnage of 194.40 and is of 64.62 net tons. Below deck she is subdivided from forward into forepeak, engine room,

fishrooms, net store and steering gear compartment.

Around 40 tons of fuel oil is carried in the double bottom below the fishroom and in tanks at the stern; 12 tons of fresh water is carried in engineering wing tanks.

Water ballast tanks are placed in the stern and the fishroom has a capacity of 116.26 cu.m.

The Mirreless Blackstone ESLEM air-starting propulsion engine has a continuous rating of 900 hp at 800 rpm and turns an Ulstein controllable pitch propeller through an Ulstein 220-AG8C gearbox of 2.98:1 reduction ratio. An 80kW 440 V, three-phase, 50 Hz E.C.C. alternator is belt-driven off the extension shaft at the fore end of the engine.

Ancillary

Two Allweiler hydraulic pumps for the deck machinery are driven off the forward end of the extension shaft through a Frank Mohr gearbox and clutch.

Pelican Engineering (Selec) Ltd. of Leeds supplied

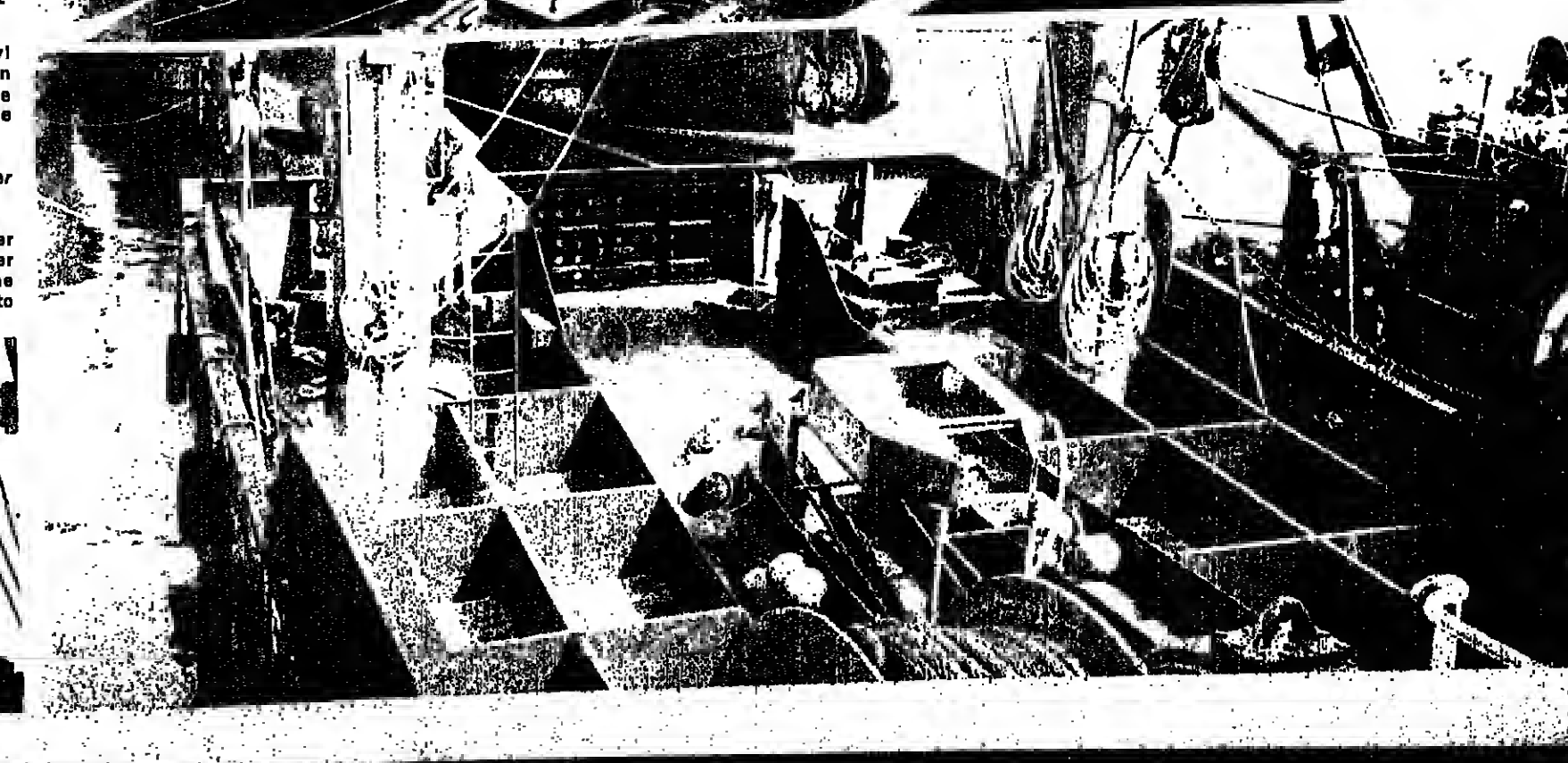
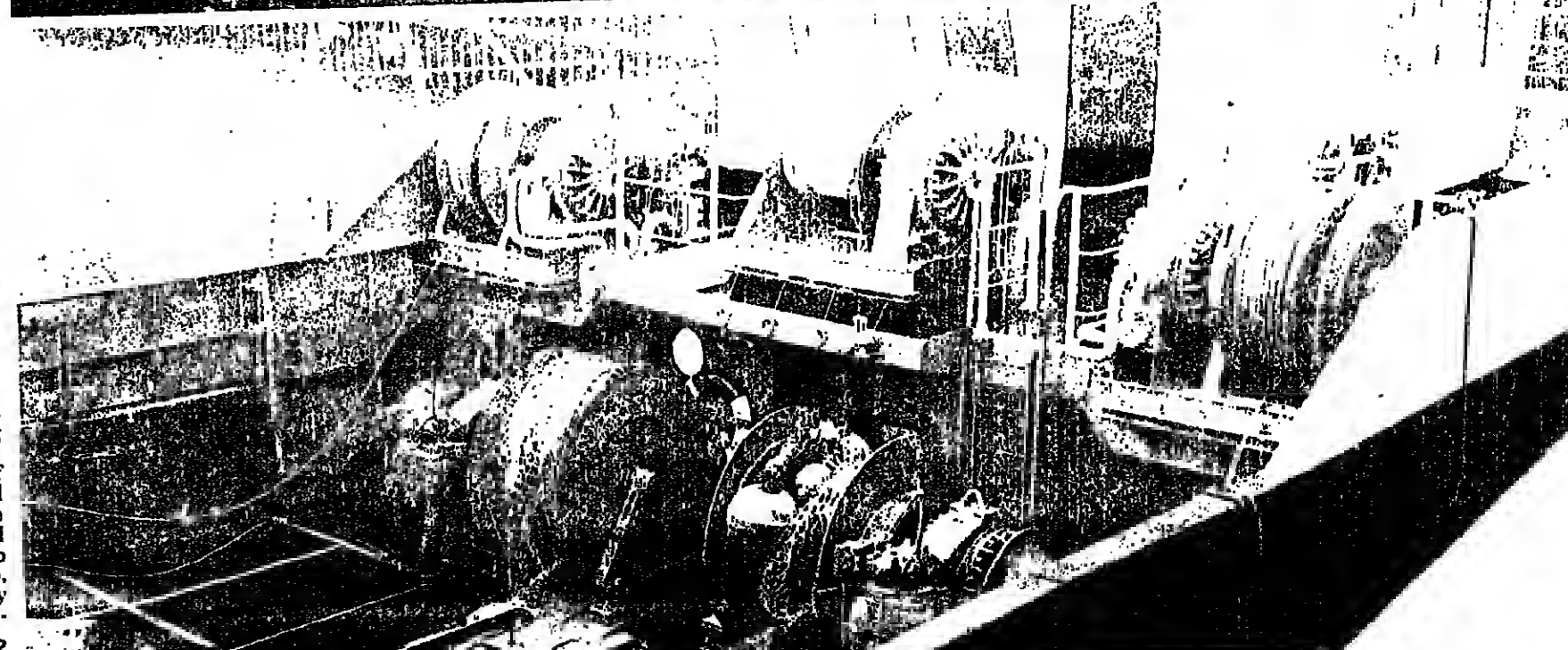
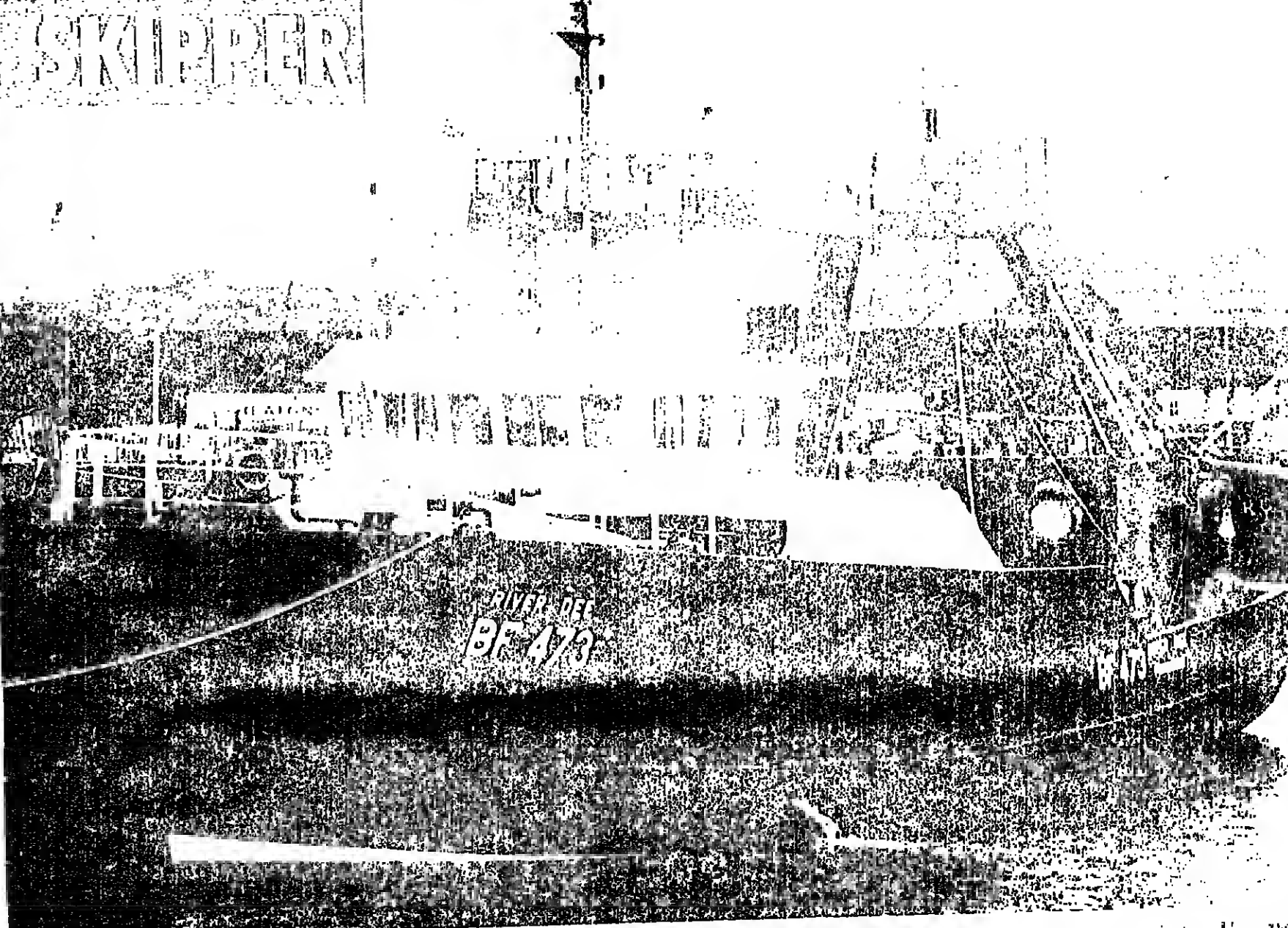
the auxiliary unit which has two speed and electrically-driven winches utilise air-starting engine giving a winch automatic hp at 1,600 rpm.

It provides power for a control system to give a Gilbert Gilkes and Co. net. Net damage 300/875 bilge and a minimum and the service pump. Winchometry of the net is Simpson air compressor, thereby keeping 70kW 440V E.C.C. at all times.

Electrically-driven winches will be shot and heaved in the engine room. The winches will the deck machinery, typically pay out warp bilge and general and a warning. Also, pump and a Worthington is automatically Simpson air compressor to the boat's movement.

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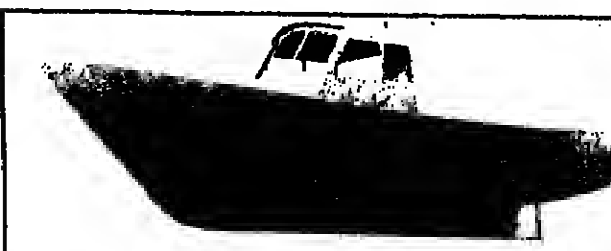
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INSHORE at Grimsby

A MONTHLY FEATURE

THE MANY BIG differences which exist between the North Sea oil industry and men actively fishing were strained once more at Grimsby last month.

A Dutch gravel dredger moved on to the traditional Humber whelking beds, virtually unannounced, and may have done enough damage to polish off the port's industry.

Years ago the port boasted a large fleet of 'Cleethorpes' whelkers which, in the main, supplied desperately-needed bait for Grimsby's deepsea long line steamers.

After the last war the call for whelks declined rapidly as deepsea line fishing went right out of fashion and many

of the once prolific whelk grounds had been ruined by wartime defence work.

By 1960 only three vessels were still working the inshore beds to supply whelks as a popular seafood, mostly during the summer to seaside resorts.

Only one

Now Bill Anderson's *Shepherd Lad* is the port's last full-time summer whelker on the Humber beds, which just about manage to support the vessel's seven shanks of 80 pots (one shank being hauled and rebaited each day of the week) together with 18 buoys and 24 anchors per shank.

However, the untimely arrival of the dredger

to provide gravel for covering North Sea pipe lines has raised a very large question mark over the future of local whelking operations.

Fortunately, the MAFF acted very quickly and the dredger has now moved on, but since the episode catches have fallen by over two-thirds of what they should be—and this has badly affected staff at the Anderson boiling factory in Cleethorpes.

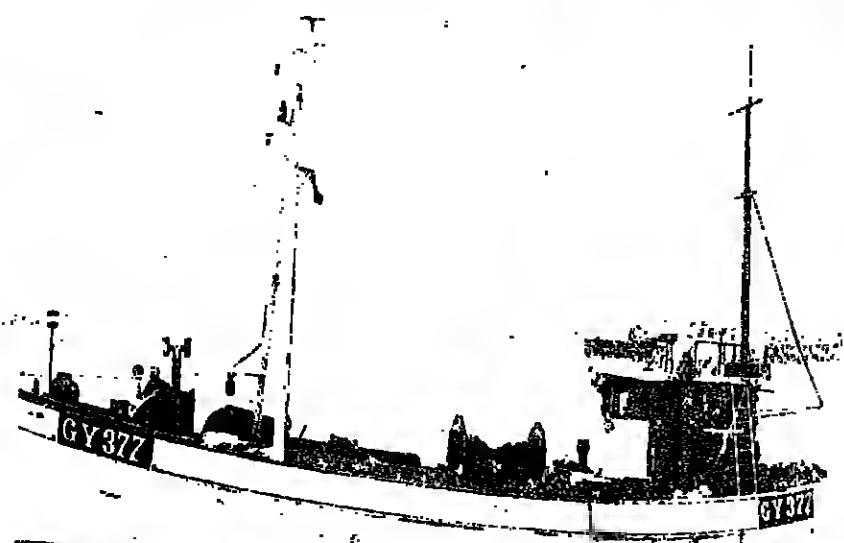
Before the issue was sorted out with the dredger's owners, expensive gear like pots (now costing £30 apiece), buoys, anchors and lines had disappeared up the auction pipe.

It takes upwards of 20 years to build up good whelk beds and at least ten years to bring whelks up to the right size and quality for eating.

Above: Ferdi Vanarsdale has switched from *Samantha* to *Courage* with 'no regrets'.



Kaj Sorensen (above centre), former owner of *Lillian* (right), has been helping new skipper John Stokes (above) by sailing on the early trips.



RIVER DEE

From page 11

ment to keep the net in correct shape.

An identical system fitted to *Speyside* is reported to be working well.

Two Norwinch swapeplines winches are located at the fore and of the trawl deck and each is fitted with a main drum and a warping head.

All the Norwinch winches can be controlled from the wheelhouse or on deck, and hydraulic power is provided by the two Allweiler pumps driven from the main engine.

Standby power for the winches is provided by the two electrically-driven Norwinch pumps, which are linked to the main hydraulic circuit through shut-off valves. Primary power for the Norwinch winches on the fore deck is provided by the electrically-driven pumps.

A Rapp 24RA power block for general net-handling duties is hung on a Hlab 650 crane, the base of which is mounted on to the starboard leg of the stern gantry.

Controls are located on the gantry lag and hydraulic power for both block and crane is provided by a Dowty pump driven by an electric motor in the steering gear compartment.

The stern gantry is fitted with outriggers to carry separate towing, bleake, for

bottom and mid-water trawling.

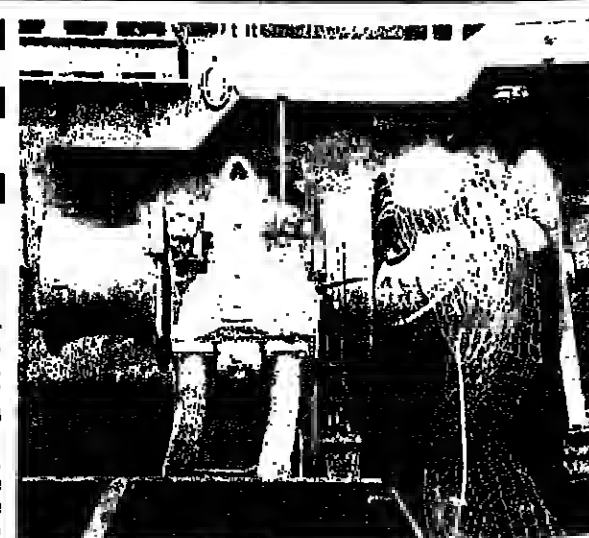
A Cosalt stainless steel washer is carried and deep ponds consist of hardwood boards in steel stanchions. Stern gates are of perforated steel plate, while a stern roller is fitted at deck level across the transom.

The fishroom is insulated with foamed polyurethane and is lined with marine plywood faced with aluminium sheet.

It is arranged for shelving, boxing and bulk carrying and is fitted with aluminium stanchions and boards. Much of the equipment in the roomy wheelhouse is grouped in a central console. Decca has supplied a Mk. 21 Navigator, 450 Automatic Pilot and 360° Track Plotter, while fishfinding and communication instruments are from Marconi.

Fish finders comprise Weimar sonar, Flahgraph 'K' Koden NM-850A Nat Monitor and Koden Sea Recorder SR-668 secondary echo sounder.

Communications equipment includes 'Sailor' T128 R105 SSB radio telephone, 'Koden' RT1445 vhf radio telephone, 'Sailor' R103 entertainment receiver, Warden 111 fitted with a Kampefa electric cooker and a Burnshaw water cylinder.



Port swapeplina winch on River Dee's main deck.

and Marinar distrees radiotelephone. Marconi also supplied the Koden MD-506 radar with Variable Range Marker.

A Speich revolving screen is mounted in one of the forward-facing wheelhouse windows and a Wynetrums blade-type wiper is fitted on the winch console window.

An E. Vajvad Hansen helmman's chair is fitted in the wheelhouse and Tanford H330 115 TC ESG steering autopilot.

Accommodation for nine arranged below the fore deck is to a high standard. There is one single, one two-bath and one six-bath cabin, and the combined galley and messroom is

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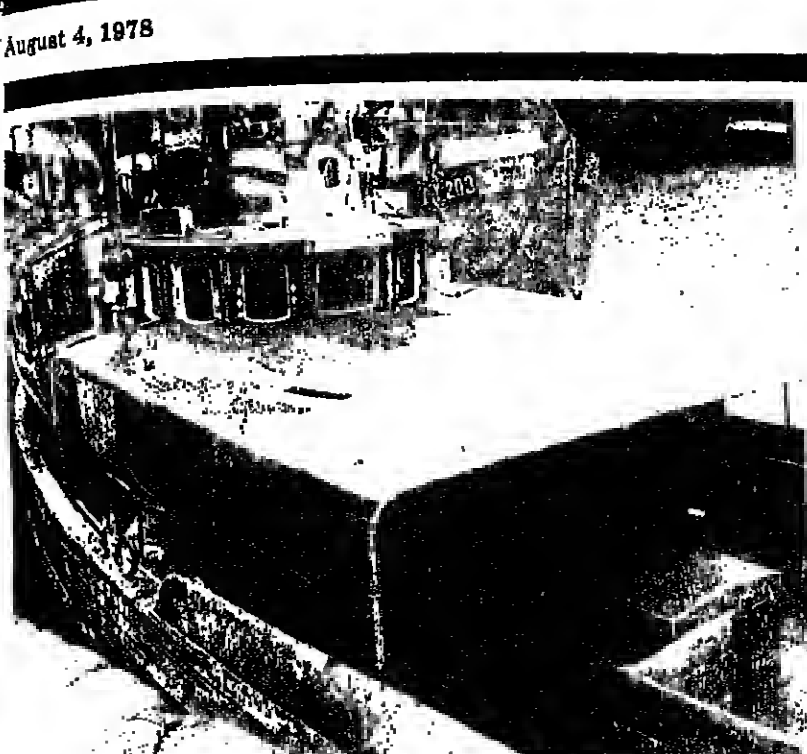
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August 4, 1978



Sadly, it seems, in a few hours of indiscriminate dredging many of the beds were swept so clean their chances of recovery are extremely slender.

We all need oil, but surely this sort of thing is too much of a price to pay. Whether *Shepherd Lad* survives this set-back to resume whelking next year remains to be seen, but her owner is not optimistic and already has sister-whelker *Shepherd Lass* up for sale.

Recently Bill Anderson bought the wooden Danish trawler *Lillian* (GY 377) and she is now white fish trawling in the North Sea with Skipper John Stokes in command. So this may well be a pointer to the future plans of the family business.

Owner

There was a nice touch about the *Lillian* deal, when former owner Kaj Sorensen of Seadling signed on as a crew member for the first three trips to help John Stokes get the hang of things. It certainly paid off and the 36-tonner clocked up over £12,000 from her first two trips.

Skipper Stokes told *Fishing News* the job had been made much easier having Kaj aboard and he planned to single trawl the North Sea for white fish through the summer, probably coming inshore during the winter. Despite the loss of so many big trawlers, Grimsby has been as busy as ever this summer on landings and there has been brisk business with large numbers of visitors — and not just the dogfish liners.

In its first year at Grimsby the Hamling agency, which has such good connections at the Yorkshire ports, has played a major role in attracting a whole procession of vessels. These have brought in much useful fish.

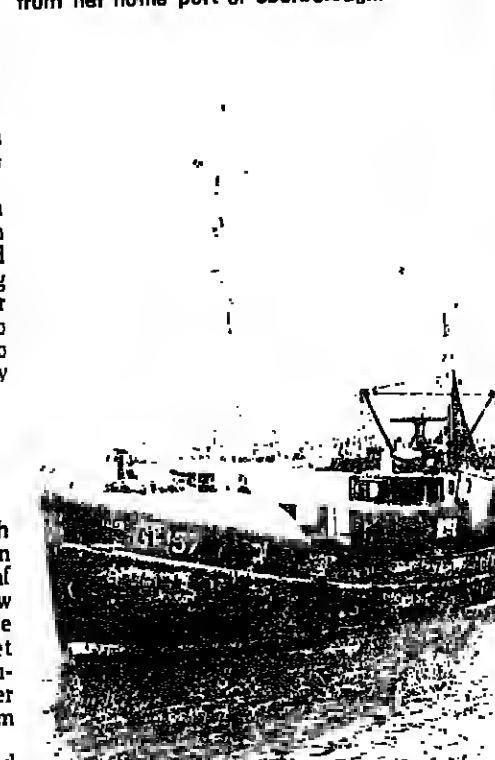
Several vessels have become nearly as regular as the locals and it was nice to see the Hull-registered *Hannah Louise* (H 10) back in action earlier on, as it was not so long ago that she was nearly lost when driven ashore near Bridlington.

Nippy

In a month, or two, Grimsby will have Hamling's new 60ft steel St. Leger, a trawler very much in the mould of the successful Scarborough and Bridlington North Sea vessels and, with two sisters in the pipeline from the Hepworth yard at Hull, hopes are high of one, or both, ending up at Grimsby.

Above and below: This pvc dackheiter on *Ellen* is the first of its type on a boat at Grimsby. She is seen putting to sea with the shelter which has side windows.

Right: *Hannah Louise* was nearly lost a few months ago, but she is now a frequent visitor to Grimsby from her home port of Scarborough.



Certainly, Ferdi Vanarsdale has got the nippy little *Courage* going well since Hamling's brought her to Grimsby with some splendid roker and a few soles. Ferdi left a big-money job on *Somanto* to take over the 50-footer and has no regrets: "I wouldn't have left her if I didn't have faith in the boat and the owners," he said to *Fishing News*.

Spall's *Sunlit Waters* (ex *Speedwell*), the end of the *Ashby-Down Waters* pairing and the reconversion to seining of *Beverley*, Grimsby now has 17 pair trawling teams (34 vessels).

One multi-purpose boat not yet teamed up is the industrial fisher *Ellen*. A new installation on Alan Leggett of the Spurn lifeboat *John Gellatly Hyndman*; her first in 18 months of service.

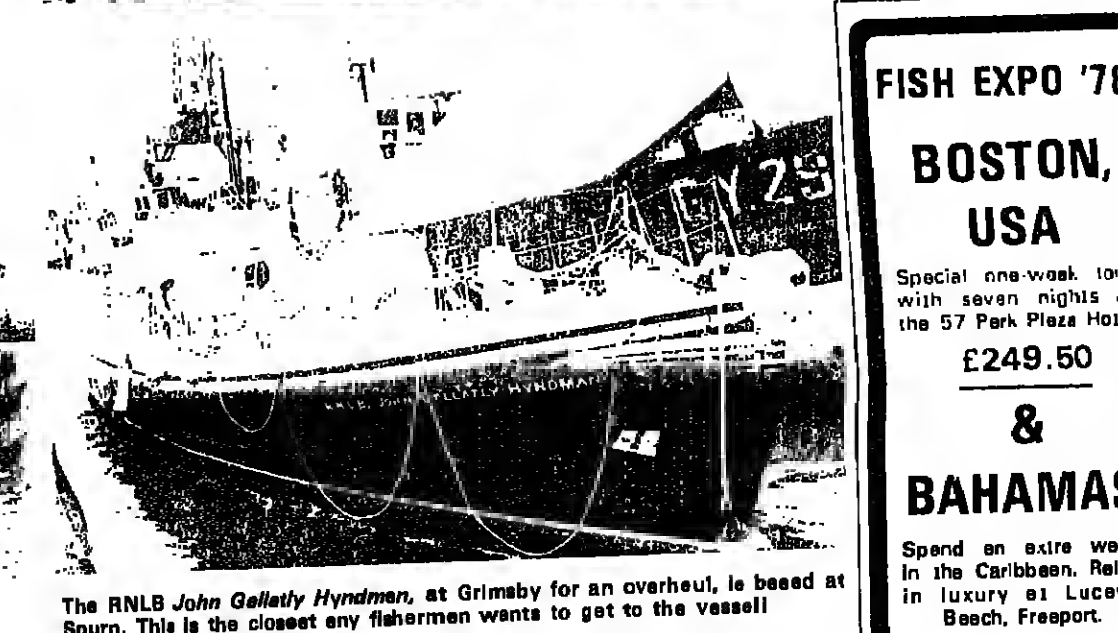
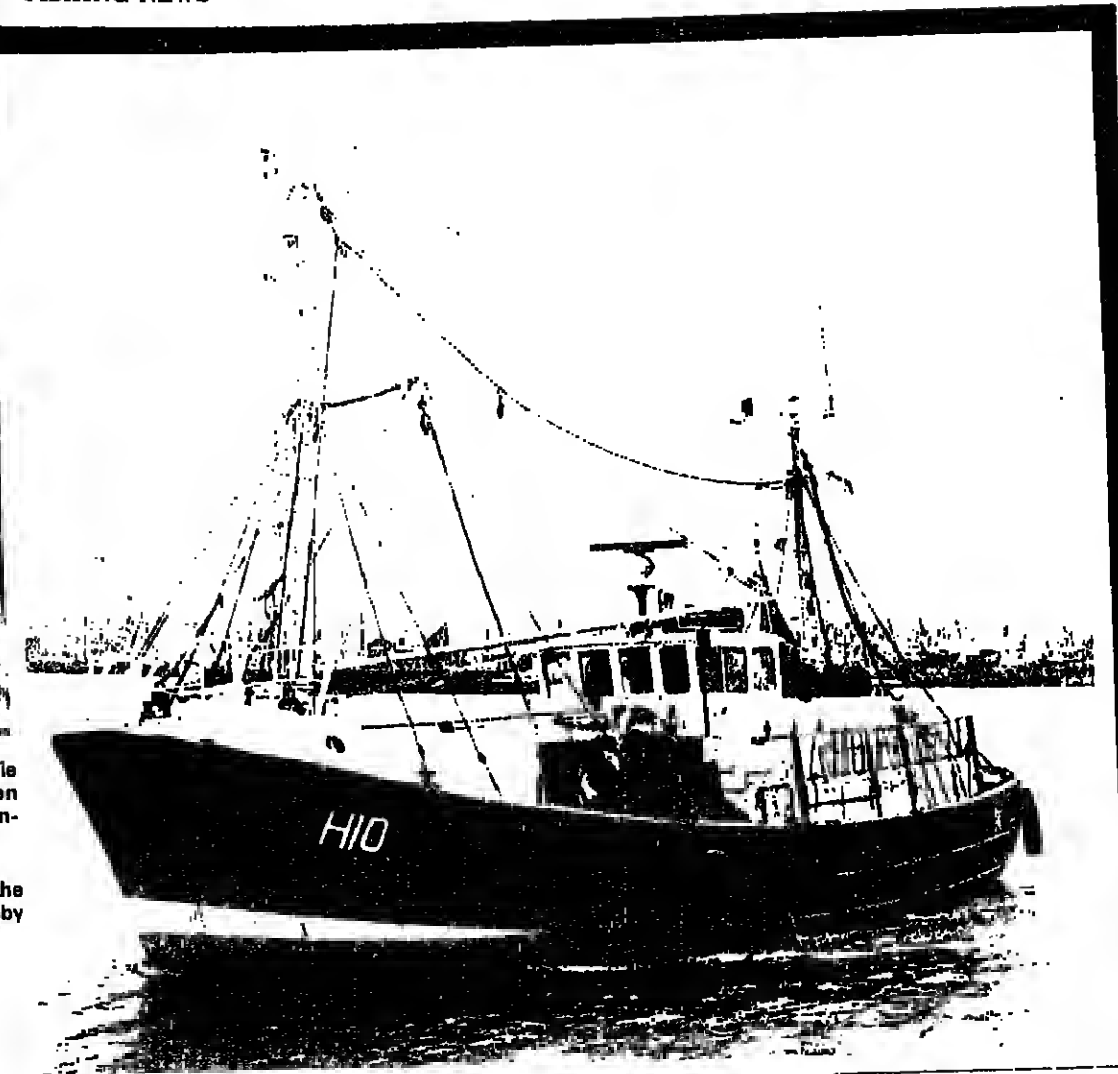
A lot of fishermen took time off to look over the one vessel nobody wants to encounter at sea.

Most interesting job on the slipways last month was the major overhaul by Ernest Leggett of the Spurn lifeboat *John Gellatly Hyndman*; her first in 18 months of service.

A lot of fishermen took time off to look over the one vessel nobody wants to encounter at sea.

Most interesting job on the slipways last month was the

With the arrival of Colin



The RNLB *John Gellatly Hyndman*, at Grimsby for an overhaul, is based at Spurn. This is the closest any fishermen wants to get to the vessel.

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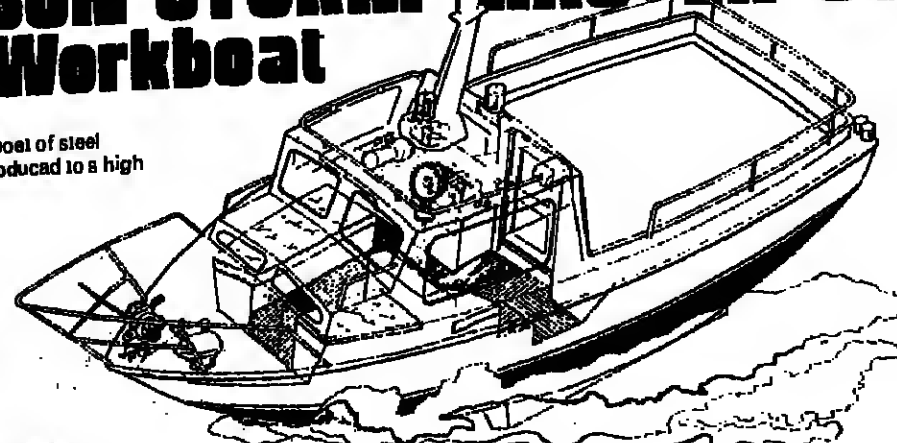
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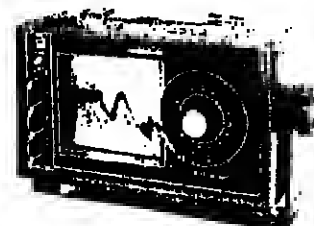


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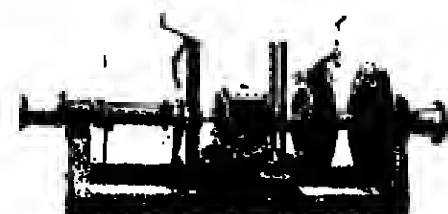
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Siting a compass in a boat

"I HAVE a 25ft. clinker-built open boat for patting and trawling. She is powered by a 10hp Sebb diesel fitted with an electric starter, which is installed amidships in a wooden casing.

"I went to buy and install a compass for steering and taking bearings.

"Please tell me what factors affect the siting of a compass and suggest a suitable type and a position for it? The boat is steered by tiller."

Generally speaking, a compass should be sited where there is a clear, all-round view so that bearings can be taken free of obstructions; and as far as practicable from ferrous metals and electrically operated machines and instruments.

Electric wires for compass illumination, or which pass nearby for any other purpose, should be twin-wires, as a single wire system with an earth return can set up a strong magnetic field.

Iron or steel screws and bolts should not be used for securing either the compass or its stand.

The compass should be sited as near the fore and aft centre line of the boat as practicable with its lubber line as accurately in a fore and aft direction as possible.

A liquid dead-beat compass is better for use in a small boat than one with a dry compass card as the card is steadier and does not gyrate so rapidly.

Presuming that the better for your starter is stowed in or close to the engine casing and there is no wiring left, the only place to site your compass is as far away from the engine as possible near the tiller.

If I were you, I would not mount a lifeboat or box compass on a stand or thwart aft where it would be liable to foul nets and ropes. It's best to get a large hand-bearing compass with graduations on both top and sides of the card. When you want it ready for use, put a tremmel net in a fish basket, poke the handle of the compass down into the netting and place the basket under the fore end of the tiller.

In such a position the compass is well protected at all times and nothing will get foul of it. You can use the graduations on the top of the card for steering; you can easily remove it and take bearings with the graduations on the side of the card; and when you don't want it ready for use, you can remove it and stow it where it won't attract pilferers.

I would overcome lighting and associated interference problems by getting a compass illuminated by Betalight which can allow you to both steer and take bearings at any time of night or day.

It is a substance which glows a pale green or yellow in the dark and lights up a compass card so that it can be read quite easily without the assistance of any form of artificial light. It needs no exposure to daylight to become effective and it is so bright that your eyes do not have to become adapted to darkness before you can distinguish graduations on a card illuminated by it.

You can get hand-bearing compasses, illuminated by

John Burgess' Log



Betalight or otherwise, from Harry Browne and Son Ltd., Seaford House, Laxford Road, Barking, Essex; B. Cooke and Son Ltd., Kingston Observatory, 58 Market Place, Hull; Kelvin Hughes, New North Road, Hainault, Ilford, Essex; John Lilley and Gillie Ltd., Now Quay, North Shields; and passively from J. W. Seaby and Son, 28 Suffolk Road, Lowestoft, Suffolk.

Emergency marker

RECENTLY I received particulars of a new device called the Hi-Buoy which could be used for emergency marking purposes at locating pots.

It is a 20in. diameter red balloon which can be filled on board so that it will ascend and attract attention; and can also be filled by a man in the water in emergencies.

It is supplied in a herd moulded sealed case and activated by a simple lift and turn mechanism. The balloon then inflates automatically and after about three minutes can be realised, by removing a pin, to fly at the end of 100ft. of nylon line.

In winds of up to Force 4, it is claimed that it will fly about 25-30 ft. high; in gale force winds, to nearly 100ft. high, and is said to perform so for a minimum of three hours when the ambient temperature is high, for six hours or more when it is low. Further details are obtainable from Chennel Marine, 424 Margate Road, Ramsgate, Kent.

Stopping nets burst

"WE HAVE heard that a method which reduces the risk of net bursts when trawling for blue whiting has been devised in Norway. Do you know anything about it?"

Maybe the method you have heard about is one known as the Riveness Expansion Control System. In this system a device which permits automatic expansion of a trawl, when swim bladders of fish in a large catch expand on the way to the surface and threaten to burst the net, is employed.

It consists of two plastic rings about 6mm in diameter joined by a plastic link 6mm long. Procedure is to fit a number of such units near the headline of a trawl with enough net between each pair of rings to allow room for any expansion which may be required.

Links between rings should have a breaking strain of about 80 per cent of that of the net end, when the strain exceeds this limit, they break and allow the net to expand. The device can be fitted to the cod-end as well as to the square of a trawl.

According to the manufacturers, it does not take long to fit the rings to a net end, and, once fitted, they do not have to be replaced. Links have to be replaced only when a catch has been so heavy that the net has been in danger of bursting.

Full particulars about the system and how the breaking strength of links can be matched to the strength of any particular trawl are obtainable from Ivar Riveness A. S., Damsgardevi 35, 5000, Bergen.

Anchor light

"I HAVE always left my boat at weekends anchored in sheltered water just outside the harbour here.

"She has never come to any harm but, as traffic in and out of the harbour has greatly increased during the last few years, I think it would be safer with a riding light up at night.

"I have heard that you can now get lights which switch themselves off in daylight and so minimise current drain. If there are devices which will work off a 12-volt battery, perhaps you could let me know where I can get one."

One manufacturer of automatic riding lights is Bideford Electronics Ltd., Kingsley Road, Bideford, Devon. It makes a light (Type T8/3) which can be run off a six, 12 or 24 volt power supply and should prove satisfactory in all respects. It is fully protected against incorrect polarity connection and is completely sealed against corrosive influences.

It is operated by a photocell which causes it to switch on at dusk and switch off at dawn. Current drain on 12 volts is 190 milliamps. After it has been connected to the power supply it requires no further attention.

ANY QUESTIONS?

IF YOU have any questions about boats, equipment, gear or methods, John Burgess is always prepared to try and answer them if they are sent with a stamped addressed envelope for reply.

Keeping pots dark

"WE ARE having a great deal of trouble with people hauling our pots when they are left down for more than a day.

"I have heard that there are devices incorporating corrosive metals which can be used to submerge pot marker floats for two or three days.

"I should be grateful for any information about them which you can send me and also for the name and address of a supplier."

The devices in which you are interested are known as timed float releases, colloquially as "pop-ups".

They consist of short lengths of metal rod with pieces of flexible, plastic-covered wire attached to them at each end. The metal is of a type which disintegrates in sea water at a known rate.

To use them, you twist the wires around your pot lines in two positions — just below the float and a fathom or two further down so that a light is formed in the line.

When you set a pot with one of them secured to the line in this way, the float will, of course, disappear below the surface where it cannot be seen by potential poachers and where the line will not be cut by the propellers of passing craft.

There are 12 sizes of pop-up. You can get those which will last two, three, five, seven, ten or 14 days in water with a temperature of around 68 deg. F and those which will last similar periods of time in cooler water.

Usual practice is to use a pop-up of a size which will release a float during darkness on the night before you want to haul a pot.

When they first became available, I tested them by fastening them across both lights and coils of line. They released the lines satisfactorily but in most cases sooner than anticipated, maybe because Thames Estuary waters contained more corrosive ingredients than cleaner waters elsewhere.

Whether this is the case or not, the fact indicates that you may have to experiment with them in your local waters before you can be sure that your floats will be released when you want them to be.

You may be able to get them from R. & B. Leakey, The Sutcliffe House, Settle, North Yorkshire; or from Oceanetics Inc., 3470 South Dixie Highway, Miami, Florida 33133, or Andre La Bonte, 1041 AIA, Hillabro Beach, Florida 33062, USA.

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CRUCIAL VOTE FOR ABERDEEN

ABERDEEN trawlermen are to be balloted on their views about industrial action aimed at speeding up decasualisation of the industry.

Mel Keenan, district officer of the TGWU at the port, said that the ballot would begin "sometime next week."

He added that each vessel, as it arrived from the fishing grounds, would be met by union officials and each crewman would be given a letter explaining the situation and the opportunity to register his vote.

Mr. Keenan and union officials held a "frank exchange of views" with officials of the

Aberdeen Fishing Vessel Owners' Association when they discussed what would be entailed in decasualisation.

Both sides will: "Reflect further on all that had been said on this occasion," their joint statement read.

A "fishermen's charter" drawn up earlier by the union sought a register of employees with the "object of providing greater continuity of employment."

Experienced fishermen, with the exception of skippers

and radio officers, will be eligible for registration and an employers' register will also be set up at the major fishing ports.

The document states that a joint committee of employers and union representatives will "oversee the operation" of the scheme.

It added that registered employers could not be "unrelied from entering long-term contracts of employment" with fishermen.

Fishermen on the dole

would be entitled to a "topping-up" payment from a fund if unemployment benefit fell short of the recognised figure in respect of a day without employment.

The charter also stated that the "arrangements" would follow closely to those already in operation in the merchant navy.

The union would also seek the assistance of the Secretary of State for Employment "to explore" with the Secretary of State for Social Security and other ministerial colleagues, the possibility of "incorporating the payment of unemployment benefit into the scheme."

MARINE ELECTRONICS SHOW

THE MARINE electronics industry is to have its own show at Brighton next year. Along with a linked international conference, Marine Electronics '79 is due to run at the Metropole Convention Centre from June 19-21.

The use of electronics at sea is now such big business that the organisers of the exhibition, Sanders Network, says that a specialised display is overdue. The display is aimed at visitors from the small fishing boat owner to the man on the bridge of a super-tanker.

Only visitors with a direct interest in buying equipment will be invited to view the hardware on display.

Papers are being arranged for an international conference. According to the organisers, the conference will be aimed at getting a two-way exchange going between users and suppliers.

Tickets and further details are available from: Sanders Network, Printers Mews, Market Hill, Buckingham, MK18 1JX. Telephone: Buckingham 5226/5227.

TWO TRIPS

HULL opened this week with two wet fish landings totalling 2,940 kits.

Marr's Westello (Sk. M. Boddry), back from a 24-day White Sea trip, realised 225,362 for 1,019 kits. Hanking's St. Dominic (Sk. D. Platten) returning from a 17-day Western trip to gross 113,379 for 921 kits.

Whether this is the case or not, the fact indicates that you may have to experiment with them in your local waters before you can be sure that your floats will be released when you want them to be.

You may be able to get them from R. & B. Leakey, The Sutcliffe House, Settle, North Yorkshire; or from Oceanetics Inc., 3470 South Dixie Highway, Miami, Florida 33133, or Andre La Bonte, 1041 AIA, Hillabro Beach, Florida 33062, USA.

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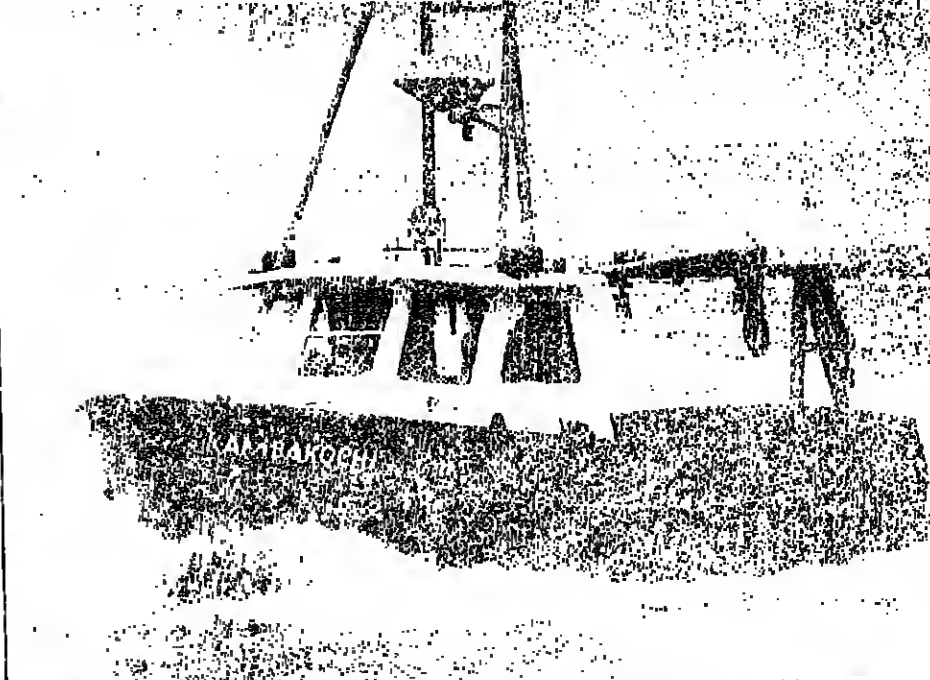
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Kambokochi - the second of a three-boat contract for Freeward Marine of Lynnington.

Potter-trawler for far waters

A 35ft. shrimp trawler destined for Tanzania has recently been completed in the Channol Islands boatyard of the Guernsey Boatbuilding Co.

The trawler Kambokochi is the second of a three-boat contract awarded to Freeward Marine of Lynnington.

These three identical vessels are based on the Freeward 35 GRP hull, some 14 of which have been delivered for fitting out as fishing boats this year.

This heavy-duty commercial GRP hull is capable of speeds up to 14 knots, or 84

knots when a Lister HRW 6 diesel of 88 hp is fitted.

The hull has a knuckle moulded into the forward section which gives a "dry" ride. The forward wheelhouse and foredeck are also moulded in GRP, while the working deck is constructed from marine plywood sheathed with GRP.

The vessels, designed for potting in addition to trawling, are fitted with a North Sea Winches Autoline hauler model 300 mounted unusually on the port side.

The main trawl winch is also by North Sea Winches and is the model 750/800 with a 3/4 ton pull.

Whether this is the case or not, the fact indicates that you may have to experiment with them in your local waters before you can be sure that your floats will be released when you want them to be.

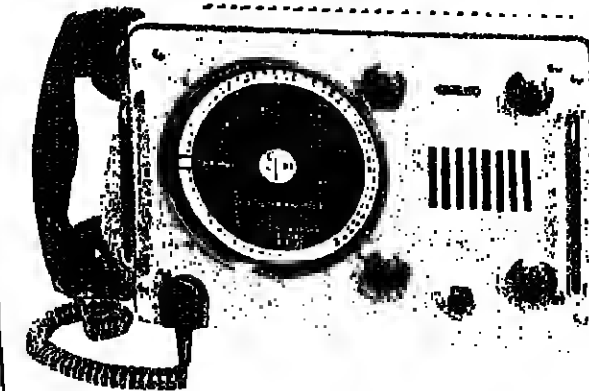
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ANY DECCA REPORT

Iver Christensen introduce their new Midwatertrawl

For faster towing speed the Midwatertrawls are now made with 128 inch mesh (1600mm half mesh) in the wings and first section of belly, or with rope wings and 128 inch mesh in first section of belly. The big mesh or the rope will also help with the jelly-fish problem. The nets are fitted with stainless steel combination ropes for better opening and more stability, and are easy to handle through the power block. This net is presently being used by Danish and Swedish vessels in the Kattegat and Skagerrak waters with great success. The net can be made either for pair or single boat towing and will also be ideal for mackerel and sprat fishing.

If you want the best and most advanced gear contact us now for quick delivery:

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